



Appendix F

Planning-Level Cost Estimates

Appendix F contains the Planning-Level Cost Estimates summary prepared by W&H Pacific in support of the US 95 Coeur d'Alene Corridor Plan.

Overview

The US 95 Coeur d'Alene Corridor Plan included preparing planning-level cost estimates for the various study options. This appendix includes a summary of: (1) planning-level costs for each of the solution packages, (2) unit cost estimates, and (3) individual planning-level cost summaries for each of the solution options, by study area segment.

US 95 Corridor Plan - Coeur d'Alene, Idaho
Planning Level Unit Costs 2001 Dollars

04-2281-0008
26-Mar-01

Item	Unit	Quantity	Unit Cost	Notes	Total Cost
RIGHT-OF-WAY & DEVELOPMENT					
New Right-of-way					
Commercial	Hectare	0	\$617,760	[2]	\$0
Residential	Hectare	0	\$185,328	[2]	\$0
Agricultural/Residential	Hectare	0	\$111,150	[2]	\$0
Agricultural	Hectare	0	\$29,575	[2]	\$0
DISPLACEMENT					
Residential	Each	0	\$125,000	[4]	\$0
Commercial	Each	0	\$750,000	[4]	\$0
Industrial	Each	0	\$300,000	[4]	\$0
TRAFFIC CONTROL					
Traffic Signal	Each	0	\$175,000		\$0
ROADWAY (4-Lane Principal Arterial) - Reconstruct with More Lanes					
Flat	Kilometer	0	\$906,400	[1]	\$0
Rolling	Kilometer	0	\$943,480	[1]	\$0
Mountainous	Kilometer	0	\$1,153,600	[1]	\$0
ROADWAY (4-Lane Principal Arterial) - Reconstruct & Re-Align					
Flat	Kilometer	0	\$1,240,120	[1]	\$0
Rolling	Kilometer	0	\$1,481,440	[1]	\$0
Mountainous	Kilometer	0	\$1,812,800	[1]	\$0
ROADWAY (4-Lane Principal Arterial) - Major Widening					
Flat	Kilometer	0	\$663,320	[1]	\$0
Rolling	Kilometer	0	\$731,040	[1]	\$0
Mountainous	Kilometer	0	\$1,104,160	[1]	\$0
FRONTAGE ROAD (2-Lane Minor Arterial) - Reconstruct & Re-Align					
Flat	Kilometer	0	\$506,760	[1]	\$0
Rolling	Kilometer	0	\$675,680	[1]	\$0
Mountainous	Kilometer	0	\$906,400	[1]	\$0
FRONTAGE ROAD (2-Lane Minor Arterial) - Minor Widening					
Flat	Kilometer	0	\$156,560	[1]	\$0
Rolling	Kilometer	0	\$179,220	[1]	\$0
Mountainous	Kilometer	0	\$259,560	[1]	\$0
FRONTAGE ROAD (2-Lane Minor Arterial) - Major Widening					
Flat	Kilometer	0	\$331,680	[1]	\$0
Rolling	Kilometer	0	\$391,400	[1]	\$0
Mountainous	Kilometer	0	\$552,080	[1]	\$0
FRONTAGE ROAD (New 1-Lane Minor Arterial)					
Flat	Kilometer	0	\$161,830	[1]	\$0
Rolling	Kilometer	0	\$195,700	[1]	\$0
Mountainous	Kilometer	0	\$276,040	[1]	\$0
RETAINING WALL					
	Sq Meter	0	\$376	[3]	\$0
EXCAVATION					
urban	Cu Meter	0	\$7	[3]	\$0
rural		0	\$3	[3]	\$0
INTERCHANGE(S)					
Major	Each	0	\$11,075,000	[1]	\$0
Minor	Each	0	\$5,000,000	[5]	\$0
Grade Separation		0	\$2,070,100	[1]	\$0
BRIDGE(S)					
Major	Sq Meter	0	\$1,805	[1]	\$0
Minor	Sq Meter	0	\$677	[1]	\$0

Notes:

- [1] Idaho Transportation Department, Cost Study for US 95 To Freeway Standards, March 2000. Adjusted for: Inflation (2000-2001 at 3%) and cost category range estimates for Coeur d'Alene area.
- [2] Idaho Transportation Department, Cost Study for US 95 To Freeway Standards, March 2000. Adjusted for: Inflation (2000-2001 at 3%) with estimated local land costs in Coeur d'Alene/Hayden area, by land use class.
- [3] W&H Pacific unit cost estimates for urban interchanges, ITD District Staff experience/judgement for rural.
- [4] W&H Pacific unit cost estimates based on interviews with ITD right-of-way and local area real estate agents.

US 95 Corridor Plan - Coeur d'Alene, Idaho
2001 Dollars

04-2281-0008
08-Jun-01

Option: Huetter Alternate Route

From: I-90
To: SH-53

Item	Unit	Quantity	Unit Cost	Notes	Total Cost
Mobilization (5%)	All				\$5,275,189
TEMPORARY PROTECTION & DETOUR of TRAFFIC RIGHT-OF-WAY & DEVELOPMENT	10%	All		[9]	\$10,550,378
New Right-of-way					
Commercial	Hectacre	0.00	\$617,760	[1]	\$0
Residential	Hectacre	0.00	\$185,328	[1]	\$0
Agricultural/Residential	Hectacre	196.33	\$111,150	[1][2]	\$21,822,080
Agricultural	Hectacre	258.66	\$29,575	[1][2][5]	\$7,649,870
DISPLACEMENT					
Residential	Each	4	\$125,000		\$500,000
Commercial	Each	1	\$750,000		\$750,000
Industrial	Each	0	\$300,000		\$0
TRAFFIC CONTROL					
Traffic Signal	Each	0	\$175,000	[1]	\$0
NEW ROADWAY CONSTRUCTION					
Flat	Kilometer	15.30	\$1,240,120	[1]	\$18,973,836
Flat	Kilometer	3.54	\$663,320	[1][5]	\$2,348,153
FRONTAGE ROAD (MINOR WIDENING)					
Flat	Kilometer	2.63	\$156,560	[1][7][8]	\$411,753
RETAINING WALL	Sq Meter	0	\$269		\$0
EXCAVATION	Cu Meter	182,529	\$3	[3]	\$547,587
INTERCHANGE(S)					
Major	Each	2	\$11,075,000	[1][4]	\$22,150,000
Minor	Each	4	\$5,000,000	[1][5]	\$20,000,000
Grade Separation	Each	5	\$2,070,100	[1][6]	\$10,350,500
BRIDGE(S)					
Major	Sq Meter	0	\$1,905	[1]	\$0
Minor	Sq Meter	0	\$677	[1]	\$0
Subtotal:					\$121,329,344
PE&CE (20%):					\$24,265,869
Contingency (10%):					\$12,132,934
Total:					\$157,728,148

Notes:

- [1] Idaho Transportation Department, Cost Study for US 95 To Freeway Standards, March 2000. Adjusted for: Inflation and cost category range estimates for Coeur d'Alene area.
- [2] New route right-of-way needs are approx. 61m x 18,190m (110.96 hectares). New interchange right-of-way needs are approx. 242.94 hectares (40.49 hectares per interchange * 6), and 8.08 hectares for new grade separations (2.02 hectares per grade separation * 5).
- [3] For roadway recess into ground near airport runway, approx. 805 m x 25 m x 6.1 m w/ sideslopes
- [4] At I-90 with US-95 and Huetter Road, on Huetter at Hanley, Prairie, Hayden, Lancaster and SH-53.
- [5] Assumes possible roadway and ROW costs to extend Huetter Road to SH-53 (3.54 km).
- [6] Located at 2 railroad crossings, two northwest of the airport over sideroads, and as part of the SH-53 extension.
- [7] Miscellaneous improvements to Huetter Road as frontage to new alternate route.
- [8] Extension of SH-53 to Alternate Route.
- [9] ITD Staff recommended adjustment to Consultant recommendation (2.5%).

Option: **Expressway - Frontage Roads & Overcrossings**

From: I-90
 To: SH-53

Item	Unit	Quantity	Unit Cost	Notes	Total Cost
Mobilization (5%)	All				\$5,081,266
TEMPORARY PROTECTION & DETOUR of TRAFFIC	20%	All		[12]	\$20,325,063
RIGHT-OF-WAY & DEVELOPMENT					
New Right-of-way					
Commercial	Hectacre	2.74	\$617,760	[1]	\$1,692,662
Residential	Hectacre	0	\$185,328	[1]	\$0
Agricultural/Residential	Hectacre	0.46	\$111,150	[1][2]	\$51,129
DISPLACEMENT					
Residential	Each	0	\$125,000		\$0
Commercial	Each	1	\$750,000		\$750,000
Industrial	Each	0	\$300,000		\$0
TRAFFIC CONTROL					
Traffic Signal	Each	28	\$175,000	[1][3]	\$4,900,000
ROADWAY (RECONST. W/ MORE LANES) : US 95 to 4-Lane Expressway					
Flat	Kilometer	8.57	\$906,400	[1]	\$7,767,848
FRONTAGE ROAD (MINOR WIDENING)					
Flat	Kilometer	0.15	\$156,560	[1][9]	\$23,484
ROADWAY WIDENING					
Flat	Kilometer	3.93	\$331,660	[1][10]	\$1,303,424
NEW FRONTAGE ROAD					
Flat	Kilometer	17.14	\$161,830	[1][11]	\$2,773,766
RETAINING WALL					
	Sq Meter	52,690	\$269	[4]	\$14,173,610
EXCAVATION					
	Cu Meter	1,722,570	\$7	[5]	\$12,057,990
INTERCHANGE(S)					
Major	Each	2	\$11,075,000	[1][6]	\$22,150,000
Minor	Each	1	\$5,000,000	[1][7]	\$5,000,000
Grade Separation	Each	14	\$2,070,100	[1][8]	\$28,981,400
BRIDGE(S)					
Major	Sq Meter	0	\$1,905	[1]	\$0
Minor	Sq Meter	0	\$677	[1]	\$0
Subtotal:					\$127,031,642
PE&CE (20%):					\$25,406,328
Contingency (10%):					\$12,703,164
Total:					\$165,141,134

Notes:

- [1] Idaho Transportation Department, Cost Study for US 95 To Freeway Standards, March 2000. Adjusted for: Inflation and cost category range estimates for Coeur d'Alene area.
- [2] Required Right-of-Way for new 2 lane connection at SH-53 153 m x 31 m.
- [3] Signals required at east and west end all overcrossing intersections with new frontage roads.
- [4] MSE Retaining Wall length 3932 m x 6.7 m x 2.
- [5] Roadway excavation is 6.7 m deep x 30 m wide x 8570 m long.
- [6] Reconstruct I-90/US 95 I.C. with additional travel lanes, bike and pedestrian facilities. Construct new directional ramps from I-90 West to US-95 north of Apple Way.
- [7] Located at intersection of US-95 and SH-53.
- [8] One at SH-53 over BNRR and 13 along reconstructed US-95 roadway.
- [9] SH-53 Extension to US 95.
- [10] Widening US 95 to 4 lanes from Lancaster to SH-53 Extension.
- [11] Generally assumes 1-lane directional frontage roads on both sides of US 95 from Apple Way to Lancaster. New access ramps located at Dalton, Prairie, Hayden, and Lancaster.
- [12] ITD Staff recommended adjustment to Consultant recommendation (10%).

Option: Expressway - Diamond Interchanges @ Major Intersections

From: I-90
To: SH-53

Item	Unit	Quantity	Unit Cost	Notes	Total Cost
Mobilization (5%)	All				\$6,733,954
TEMPORARY PROTECTION & DETOUR of TRAFFIC	20%	All		[11]	\$26,935,814
RIGHT-OF-WAY & DEVELOPMENT					
New Right-of-way					
Commercial	Hectacre	4.65	\$617,760	[1][2]	\$2,872,584
Residential	Hectacre	0	\$185,328	[1]	\$0
Agricultural/Residential	Hectacre	2.33	\$111,150	[1][2]	\$258,980
DISPLACEMENT					
Residential	Each	3	\$125,000		\$375,000
Commercial	Each	15	\$750,000		\$11,250,000
Industrial	Each	5	\$300,000		\$1,500,000
TRAFFIC CONTROL					
Traffic Signal	Each	0	\$175,000	[1]	\$0
FRONTAGE ROAD (MINOR WIDENING)					
Flat	Kilometer	0.15	\$156,560	[1]/[9]	\$23,484
ROADWAY WIDENING					
Flat	Kilometer	3.93	\$331,660	[1]/[10]	\$1,303,424
RETAINING WALL	Sq Meter		\$269	[3]	\$0
EXCAVATION	Sq Meter		\$7	[4]	\$0
INTERCHANGE(S)					
Major	Each	9	\$11,075,000	[1][5]	\$99,675,000
Minor	Each	1	\$5,000,000	[1][6]	\$5,000,000
Grade Separation	Each	6	\$2,070,100	[1][7]	\$12,420,600
BRIDGE(S)					
Major	Sq Meter	0	\$1,905	[1]	\$0
Minor	Sq Meter	0	\$677	[1]	\$0
Subtotal:					\$168,348,839
PE&CE (20%):					\$33,669,768
Contingency (10%):					\$16,834,884
Total:					\$218,853,491

Notes:

- [1] Idaho Transportation Department, Cost Study for US 95 To Freeway Standards, March 2000. Adjusted for: Inflation and cost category range estimates for Coeur d'Alene area.
- [2] Required Right-of-Way for new 2 lane connection at SH-53 153 m x 31 m (.47 hectares). Required new right-of-way for interchanges estimated at .93 hectares per interchange, 5 interchanges within commercial zoning (4.65 hectares) and 2 interchanges within agriculture zoning (1.86 hectares).
- [3] MSE Retaining Wall length 3054 m x 6.7 m x 2; plus some additional wall for footing overlap areas on on and off ramps.
- [4] Roadway excavation is 6.7 m deep x 30 m wide x 8570 m long.
- [5] Reconstruct I-90/US 95 I.C. with additional travel lanes, bike and pedestrian facilities. Construct new directional ramps from I-90 West to US-95 north of Apple Way. New interchanges located at Kathleen, Hanley, Prairie, Hayden, Wyoming, Lancaster and Boekel.
- [6] Located at intersection of US-95 & SH-53.
- [7] One at SH-53; Others located on Neider, Dalton, Wilbur, Honeysuckle, and Miles.
- [9] SH-53 Extension to US 95.
- [10] Widening US 95 to 4 lanes from Lancaster to SH-53 Extension.
- [11] ITD Staff recommended adjustment to Consultant recommendation (5%).

Option:

Expressway - Roundabouts @ Major Intersections

From:

I-90

To:

SH-53

Item	Unit	Quantity	Unit Cost	Notes	Total Cost
Mobilization (5%)	All				\$6,733,954
TEMPORARY PROTECTION & DETOUR of TRAFFIC	20%	All		[11]	\$26,935,814
RIGHT-OF-WAY & DEVELOPMENT					
New Right-of-way					
Commercial	Hectare	4.65	\$617,760	[1][2]	\$2,872,584
Residential	Hectare	0	\$185,328	[1]	\$0
Agricultural/Residential	Hectare	2.33	\$111,150	[1][2]	\$258,980
DISPLACEMENT					
Residential	Each	3	\$125,000		\$375,000
Commercial	Each	15	\$750,000		\$11,250,000
Industrial	Each	5	\$300,000		\$1,500,000
TRAFFIC CONTROL					
Traffic Signal	Each	0	\$175,000	[1]	\$0
FRONTAGE ROAD (MINOR WIDENING)					
Flat	Kilometer	0.15	\$156,560	[1][9]	\$23,484
ROADWAY WIDENING					
Flat	Kilometer	3.93	\$331,660	[1][10]	\$1,303,424
RETAINING WALL	Sq Meter		\$269	[3]	\$0
EXCAVATION	Sq Meter		\$7	[4]	\$0
INTERCHANGE(S)					
Roundabouts	Each	7	\$11,075,000	[1][5]	\$77,525,000
Major	Each	2	\$11,075,000	[1][5]	\$22,150,000
Minor	Each	1	\$5,000,000	[1][6]	\$5,000,000
Grade Separation	Each	6	\$2,070,100	[1][7]	\$12,420,600
BRIDGE(S)					
Major	Sq Meter	0	\$1,905	[1]	\$0
Minor	Sq Meter	0	\$677	[1]	\$0
Subtotal:					\$168,348,839
PE&CE (20%):					\$33,669,768
Contingency (10%):					\$16,834,884
Total:					\$218,853,491

Notes:

- [1] Idaho Transportation Department, Cost Study for US 95 To Freeway Standards, March 2000. Adjusted for: Inflation and cost category range estimates for Coeur d'Alene area. Similar quantities and cost as diamond interchange ROW.
- [2] Required Right-of-Way for new 2 lane connection at SH-53 153 m x 31 m (.47 hectares). Required new right-of-way for interchanges estimated at .93 hectares per interchange, 5 interchanges within commercial zoning (4.65 hectares) and 2 interchanges within agriculture zoning (1.86 hectares).
- [3] MSE Retaining Wall length 3054 m x 8.7 m x 2; plus some additional wall for footing overlap areas on on and off ramps.
- [4] Roadway excavation is 6.7 m deep x 30 m wide x 8570 m long.
- [5] Reconstruct I-90/US 95 I.C. with additional travel lanes, bike and pedestrian facilities. Construct new directional ramps from I-90 West to US-95 north of Apple Way. New roundabouts located at Kathleen, Hanley, Prairie, Hayden, Wyoming, Lancaster and Boekel. Assumed the cost of roundabout structures the same as SPUI interchanges.
- [6] Located at intersection of US-95 & SH-53.
- [7] One at SH-53 spanning the railroad tracks; others located on Nelder, Dalton, Canfield, Honeysuckle, and Miles.
- [9] SH-53 Extension to US 95.
- [10] Widening US 95 to 4 lanes from Lancaster to SH-53 Extension.
- [11] ITD Staff recommended adjustment to Consultant recommendation (5%).

Option: **Expressway - Frontage Roads, Overcrossings & SPUI**

From: I-90
 To: SH-53

Item	Unit	Quantity	Unit Cost	Notes	Total Cost
Mobilization (5%)	All				\$8,205,694
TEMPORARY PROTECTION & DETOUR of TRAFFIC	20%	All		[12]	\$32,822,776
RIGHT-OF-WAY & DEVELOPMENT					
New Right-of-way					
Commercial	Hectacre	2.74	\$617,760	[1]	\$1,692,662
Residential	Hectacre	0	\$185,328	[1]	\$0
Agricultural/Residential	Hectacre	0.46	\$111,150	[1][2]	\$51,129
DISPLACEMENT					
Residential	Each		\$125,000		\$0
Commercial	Each		\$750,000		\$0
Industrial	Each		\$300,000		\$0
TRAFFIC CONTROL					
Traffic Signal	Each	12	\$175,000	[1][3]	\$2,100,000
ROADWAY (RECONST. W/ MORE LANES) : US 95 to 4-Lane Expressway					
Flat	Kilometer	8.57	\$906,400	[1]	\$7,767,848
FRONTAGE ROAD (MINOR WIDENING)					
Flat	Kilometer	0.15	\$156,560	[1][9]	\$23,484
ROADWAY WIDENING					
Flat	Kilometer	3.93	\$331,660	[1][10]	\$1,303,424
NEW FRONTAGE ROAD					
Flat	Kilometer	17.14	\$161,830	[1][11]	\$2,773,766
RETAINING WALL	Sq Meter	75,000	\$269	[4]	\$20,175,000
EXCAVATION	Cu Meter	1,885,867	\$7	[5]	\$13,201,069
INTERCHANGE(S)					
Major	Each	9	\$11,075,000	[1][6]	\$99,675,000
Minor	Each	1	\$5,000,000	[1][7]	\$5,000,000
Grade Separation	Each	5	\$2,070,100	[1][8]	\$10,350,500
BRIDGE(S)					
Major	Sq Meter	0	\$1,905	[1]	\$0
Minor	Sq Meter	0	\$677	[1]	\$0
Subtotal:					\$205,142,353
PE&CE (20%):					\$41,028,471
Contingency (10%):					\$20,514,235
Total:					\$266,685,059

Notes:

- [1] Idaho Transportation Department, Cost Study for US 95 To Freeway Standards, March 2000. Adjusted for: Inflation and cost category range estimates for Coeur d'Alene area.
- [2] Required Right-of-Way for new 2 lane connection at SH-53 153 m x 31 m.
- [3] Signals required at east and west end all overcrossing intersections with new frontage roads.
- [4] MSE Retaining Wall length 3932 m x 6.7 m x 2; Approx. 1.5 m removed from height of MSE wall between full 400 m overcrossings from SPUI.
- [5] Roadway excavation is 6.7 m deep x 48.8 m wide x 8570 m long.
- [6] Construct SPUI-type interchanges at Boekel, Lancaster, Wyoming, Hayden, Prairie, and Hanley and Kathleen.
- [7] Reconstruct I-90/US 95 I.C. with additional travel lanes, bike and pedestrian facilities. Construct new directional ramps from I-90 West to US-95 north of Apple Way.
- [8] New interchange located at intersection of US-95 and SH-53.
- [9] One at SH-53 over the BNR and 5 along reconstructed US-95 roadway.
- [10] SH-53 Extension to US 95.
- [11] Widening US 95 to 4 lanes from Lancaster to SH-53 Extension.
- [12] Generally assumes 1-lane directional frontage roads on both sides of US 95 from Apple Way to Lancaster.
- [13] ITD Staff recommended adjustment to Consultant recommendation (5%).

Option:

Expressway - Roundabouts w/ Frontage Roads, Overxings

From: I-90
To: SH-53

Item	Unit	Quantity	Unit Cost	Notes	Total Cost
Mobilization (5%)	All				\$8,205,694
TEMPORARY PROTECTION & DETOUR of TRAFFIC	20%			[12]	\$32,822,776
RIGHT-OF-WAY & DEVELOPMENT					
New Right-of-way					
Commercial	Hectare	2.74	\$617,760	[1]	\$1,692,662
Residential	Hectare	0	\$185,328	[1]	\$0
Agricultural/Residential	Hectare	0.46	\$111,150	[1][2]	\$51,129
DISPLACEMENT					
Residential	Each		\$125,000		\$0
Commercial	Each		\$750,000		\$0
Industrial	Each		\$300,000		\$0
TRAFFIC CONTROL					
Traffic Signal	Each	12	\$175,000	[1][3]	\$2,100,000
ROADWAY (RECONST. W/ MORE LANES) : US 95 to 4-Lane Expressway					
Flat	Kilometer	8.57	\$906,400	[1]	\$7,767,848
FRONTAGE ROAD (MINOR WIDENING)					
Flat	Kilometer	0.15	\$156,560	[1][9]	\$23,484
ROADWAY WIDENING					
Flat	Kilometer	3.93	\$331,660	[1][10]	\$1,303,424
NEW FRONTAGE ROAD					
Flat	Kilometer	17.14	\$161,830	[1][11]	\$2,773,766
RETAINING WALL	Sq Meter	75,000	\$269	[4]	\$20,175,000
EXCAVATION	Cu Meter	1,885,867	\$7	[5]	\$13,201,069
INTERCHANGE(S)					
Roundabouts	Each	7	\$11,075,000	[1][6]	\$77,525,000
Major	Each	2	\$11,075,000	[1][6]	\$22,150,000
Minor	Each	1	\$5,000,000	[1][7]	\$5,000,000
Grade Separation	Each	5	\$2,070,100	[1][8]	\$10,350,500
BRIDGE(S)					
Major	Sq Meter	0	\$1,905	[1]	\$0
Minor	Sq Meter	0	\$677	[1]	\$0
Subtotal:					\$205,142,353
PE&CE (20%):					\$41,028,471
Contingency (10%):					\$20,514,235
Total:					\$266,685,059

Notes:

- [1] Idaho Transportation Department, Cost Study for US 95 To Freeway Standards, March 2000. Adjusted for: Inflation and cost category range estimates for Coeur d'Alene area.
- [2] Required Right-of-Way for new 2 lane connection at SH-53 153 m x 31 m.
- [3] Signals required at east and west end all overcrossing intersections with new frontage roads.
- [4] MSE Retaining Wall length 3932 m x 6.7 m x 2; Approx. 1.5 m removed from height of MSE wall between full 400 m overcrossings from SPU1.
- [5] Roadway excavation is 6.7 m deep x 48.8 m wide x 8570 m long.
- [6] Construct grade-separated roundabouts at Boeke, Lancaster, Wyoming, Hayden, Prairie, and Hanley and Kathleen. .
Reconstruct I-90/US 95 I.C. with additional travel lanes, bike and pedestrian facilities. Construct new directional ramps from I-90 West to US-95 north of Apple Way.
- [7] New interchange located at intersection of US-95 and SH-53.
- [8] One at SH-53 over the BNRR and 4 along reconstructed US-95 roadway.
- [9] SH-53 Extension to US 95.
- [10] Widening US 95 to 4 lanes from Lancaster to SH-53 Extension.
- [11] Generally assumes 1-lane directional frontage roads on both sides of US 95 from Apple Way to Lancaster.
- [12] ITD Staff recommended adjustment to Consultant recommendation (5%).

04-2281-0008
08-Jun-01

From: I-90
To: SH-53

Notes:

- [1] Idaho Transportation Department, Cost Study for US 95 To Freeway Standards, March 2000. Adjusted for: Inflation and cost category range estimates for Coeur d'Alene area
- [2] Dual traffic signals located approx. 400 m apart centered on the cross-streets
11 Sets of left turn lanes constructed in the median, each lane being approx. 200 m long and turning at the end 90 degrees to the opposing traffic lanes. Traffic signals will control movements at these intersections.
- [4] Reconstruct I-90/US 95 I.C. with additional travel lanes, bike and pedestrian facilities.
- [5] Located at intersection of US-95 and SH-53
- [6] ITD Staff recommended adjustment to Consultant recommendation (5%).

US 95 Corridor Plan - Coeur d'Alene, Idaho
Planning Level Cost Estimate **2001 Dollars**

04-2281-0008
08-Jun-01

Option: **Widen US 95 to 6-Lanes**

From: **I-90**
To: **SH-53**

Item	Unit	Quantity	Unit Cost	Notes	Total Cost
Mobilization (5%)	All				\$1,306,702
TEMPORARY PROTECTION & DETOUR of TRAFFIC	20%	All		[11]	\$1,306,702
RIGHT-OF-WAY & DEVELOPMENT					
New Right-of-way					
Commercial	Hectacre	1	\$617,760	[1]	\$617,760
Residential	Hectacre	0	\$185,328	[1]	\$0
Agricultural/Residential	Hectacre	0.46	\$111,150	[1][2]	\$51,129
DISPLACEMENT					
Residential	Each	0	\$125,000		\$0
Commercial	Each	0	\$750,000		\$0
Industrial	Each	0	\$300,000		\$0
TRAFFIC CONTROL					
Traffic Signal	Each	12	\$175,000	[1]	\$2,100,000
ROADWAY WIDENING: US 95 to 6 Lanes between Apple Way & Lancaster					
Flat	Kilometer	18	\$331,660	[1]	\$5,963,247
FRONTAGE ROAD					
Flat	Kilometer	0.15	\$156,560	[1]/[9]	\$23,484
ROADWAY WIDENING					
Flat	Kilometer	3.93	\$331,660	[1]/[10]	\$1,303,424
RETAINING WALL	Sq Meter	0	\$269		\$0
EXCAVATION	Sq Meter	0	\$7		\$0
INTERCHANGE(S)					
Major	Each	1	\$11,075,000	[1][6]	\$11,075,000
Minor	Each	1	\$5,000,000	[1][7]	\$5,000,000
Grade Separation		0	\$2,070,100	[1]	\$0
BRIDGE(S)					
Major	Sq Meter	0	\$1,905	[1]	\$0
Minor	Sq Meter	0	\$677	[1]	\$0
Subtotal:					\$28,747,448
PE&CE (20%):					\$5,749,490
Contingency (10%):					\$2,874,745
Total:					\$37,371,682

Notes:

- [1] Idaho Transportation Department, Cost Study for US 95 To Freeway Standards, March 2000. Adjusted for: Inflation and cost category range estimates for Coeur d'Alene area
- [2] Required Right-of-Way for new 2 lane connection at SH-53 153 m x 31 m
- [6] Reconstruct I-90/US 95 I.C. with additional travel lanes, bike and pedestrian facilities.
- [7] Located at intersection of US-95 and SH-53
- [9] SH-53 Extension to US 95.
- [10] Widening US 95 to 4 lanes from Lancaster to SH-53 Extension.
- [11] ITD Staff recommended adjustment to Consultant recommendation (5%).

Street/Project: TDM, Transit & Land Use

From:

To:

Corridor &
 City-Wide

Item	Unit	Quantity	Unit Cost	Notes	Total Cost
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INFRASTRUCTURE

New Operations/Maintenance Facility

1	\$3,000,000	[1]	\$3,000,000
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ROLLING STOCK (Capital)

Line Bus (45-passenger coach)

Each	6	\$259,000	[2]	\$1,554,000
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Dial-a-ride vans

Each	3	\$35,000	[2]	\$105,000
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Auxiliary vehicles

Each	4	\$25,000	[2]	\$100,000
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Fleet Replacement Period - Every 25 years: 50 Year Cost

\$3,518,000.00

Funding Source:

FTA - Rural Transit	10%	
State	10%	\$351,800
Property Tax	50%	\$1,759,000
Fairbox Revenue	20%	
Misc	10%	

OPERATIONS / MAINTENANCE

Annual Expense

Each	1	\$1,100,000	[2]	\$1,100,000
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50-Year Cost

\$55,000,000

Funding Source:

FTA - Rural Transit	80%	
Local	20%	\$11,000,000

Local Cost: 50-Year Period

\$13,110,800

Subtotal:	Annual	\$5,859,000
	50-Year	\$61,518,000

Total:	Annual	\$5,859,000
	50-Year	\$61,518,000

Notes:

- [1] Rough estimate value of Basin Transit facility in Klamath Falls, Oregon
- [2] Unit costs derived from Basin Transit Service Fleet Replacement program and operations budget (2000 dollars).

US 95 Corridor Plan - Coeur d'Alene, Idaho
Planning Level Cost Estimate

2001 Dollars

04-2281-0008
08-Jun-01

Street/Project:

Local Street Improvements Only

From:

Corridor Area

To:

Item	ROW	Roadway	Contingency	Notes	Total Cost
Hanley Extension	\$1,367,400	\$2,883,200	\$1,007,000	[1]	\$5,257,600
Govnt Way to Huetter					
Prairie Avenue Widening	\$5,151,600	\$9,656,600	\$3,381,400	[1]	\$18,189,600
Govnt Way to 4th St					
Pleasanton to Ramsey					
Hayden Avenue Widening	\$1,600,600	\$2,173,000	\$763,200	[1]	\$4,536,800
Govnt Way to Ramsey					
Huetter to Ramsey					
Lancaster Upgrade	\$2,745,400	\$2,597,000	\$911,600	[1]	\$6,254,000
SH-41 to US 95					
US 95 Widening		\$1,303,400	\$521,360	[2]	\$1,824,760
Wyoming to SH-53					
Government Way Widening	\$4,144,600	\$3,381,400	\$1,176,600	[1]	\$8,702,600
Dalton to Canfield (5 lanes)					
Canfield to Prairie (5 lanes)					
Prairie to Honesuckle (3 lanes)					
Honesuckle to Lancaster (4 lanes)					
Ramsey Road Widening	\$2,512,200	\$3,797,060	\$2,523,704	[2]	\$8,832,963
Hayden to Wyoming (3 lanes)	\$275,600	\$798,530	\$429,652	[2]	
Wyoming to Lancaster (3 lanes)	\$2,236,600	\$798,530	\$1,214,052	[2]	
Grade Separation		\$2,200,000	\$880,000	[2]	
Dalton Widening	\$201,400	\$1,197,800	\$413,400	[1]	\$1,812,600
Ramsey to 4th					
	\$17,723,200	\$26,989,460	\$10,698,264		\$55,410,923

Subtotal: \$55,410,923

Total: \$55,410,923

Notes:

- [1] KCATS estimates (1999 dollars adjusted to 2001 using 6% growth estimate).
- [2] US 95 Corridor Plan Estimates

US 95 Corridor Plan - Coeur d'Alene, Idaho
Planning Level Cost Estimate
2001 Dollars
04-2281-0008
08-Jun-01
Option:
Ohio Match / Garwood Option
From:
SH-53
To:
Ohio Match Road

Item	Unit	Quantity	Unit Cost	Notes	Total Cost
Mobilization (5%)	All				\$627,619
TEMPORARY PROTECTION & DETOUR of TRAFFIC	10%	All		[4]	\$1,255,238
RIGHT-OF-WAY & DEVELOPMENT					
New Right-of-way					
Commercial	Hectacre	0	\$617,760	[1]	\$0
Residential	Hectacre	0	\$185,328	[1]	\$0
Agricultural/Residential	Hectacre	0	\$111,150	[1]	\$0
DISPLACEMENT					
Residential	Each	0	\$125,000		\$0
Commercial	Each	0	\$750,000		\$0
Industrial	Each	0	\$300,000		\$0
TRAFFIC CONTROL					
Traffic Signal	Each	0	\$175,000	[1]	\$0
ROADWAY WIDENING					
Flat	Kilometer	0	\$663,320	[1]	\$0
ROADWAY WIDENING: US 95 to 4 Lanes from SH-53 to Ohio Match Road					
Flat	Kilometer	3.84	\$906,400	[1]	\$3,480,576
FRONTAGE ROAD (RECONST./REALIGN)					
Flat	Kilometer	3.95	\$506,760	[1]	\$2,001,702
RETAINING WALL					
	Sq Meter	0	\$269		\$0
EXCAVATION					
	Cu. Meter	0	\$7		\$0
INTERCHANGE(S)					
Major	Each	0	\$11,075,000	[1]	\$0
Minor	Each	1	\$5,000,000	[1][2]	\$5,000,000
Grade Separation	Each	1	\$2,070,100	[1][3]	\$2,070,100
BRIDGE(S)					
Major	Sq Meter	0	\$1,905	[1]	\$0
Minor	Sq Meter	0	\$677	[1]	\$0
Subtotal:					\$14,435,235
PE&CE (20%):					\$2,887,047
Contingency (10%):					\$1,443,523
Total:					\$18,765,805

Notes:

- [1] Idaho Transportation Department, Cost Study for US 95 To Freeway Standards, March 2000. Adjusted for: Inflation and cost category range estimates for Coeur d'Alene area
- [2] Located at the north extent of the proposed project.
- [3] Located at Garwood over the railroad tracks

US 95 Corridor Plan - Coeur d'Alene, Idaho
Planning Level Cost Estimate

2001 Dollars

04-2281-0008

17-Dec-01

Option:
Spokane River Crossing Option

From:

To:

Millview Road

Northwest Boulevard

Item	Unit	Quantity	Unit Cost	Notes	Total Cost
TEMPORARY PROTECTION & DETOUR of TRAFFIC	10%	All		[6]	\$3,171,202
RIGHT-OF-WAY & DEVELOPMENT					
New Right-of-way					
Commercial	Hectacre	0	\$617,760	[1]	\$0
Residential	Hectacre	0	\$185,328	[1]	\$0
Agricultural/Residential	Hectacre	0	\$111,150	[1]	\$0
DISPLACEMENT					
Residential	Each	0	\$125,000		\$0
Commercial	Each	0	\$750,000		\$0
Industrial	Each	0	\$300,000		\$0
TRAFFIC CONTROL					
Traffic Signal	Each	2	\$175,000	[1][2]	\$350,000
ROADWAY (MAJOR WIDENING)					
Rolling	Kilometer	1.83	\$791,040	[1]	\$1,447,603
RETAINING WALL	Sq Meter	0	\$269		\$0
EXCAVATION	Sq Meter	0	\$7		\$0
INTERCHANGE(S)					
Major	Each	0	\$11,075,000	[1]	\$0
Minor	Each	1	\$5,000,000	[1][3]	\$5,000,000
Grade Separation	Each	0	\$2,070,100	[1]	\$0
BRIDGE(S)					
Major	Sq Meter	12,835	\$1,905	[1][4]	\$24,450,675
Minor	Sq Meter	685	\$677	[1][5]	\$463,745
Subtotal:					\$34,883,226
PE&CE (20%):					\$6,976,645
Contingency (10%):					\$3,488,323
Total:					\$45,348,193

Notes:

- [1] Idaho Transportation Department, Cost Study for US 95 To Freeway Standards, March 2000. Adjusted for: Inflation and cost category range estimates for Coeur d'Alene area
- [2] Signals at the east and west ends of the minor I.C.
- [3] I.C. located at intersection of US-95 and South Ramsey Street
- [4] Crosses the Spokane River at location of existing bridge; dimensions are approx. 28 m x 458 m
- [5] Crosses minor drainage south of Spokane River; dimensions are approx. 28 m x 24 m
- [6] ITD Staff recommended adjustment to Consultant recommendation (0%).

US 95 Corridor Plan - Coeur d'Alene, Idaho
 Planning Level Cost Estimate 2001 Dollars

04-2281-0008
 17-Dec-01

Option: **Alternate Route - Southern Extension**

From: **I-90**
 To: **US 95 Mainline, south of Spokane River**

Item	Unit	Quantity	Unit Cost	Notes	Total Cost
Mobilization (5%)	All				\$4,559,208
TP&DT (5%)	All				\$4,559,208
RIGHT-OF-WAY & DEVELOPMENT					
New Right-of-way					
Commercial	Hectacre	7	\$617,760	[1][2]	\$4,219,301
Residential	Hectacre	0	\$185,328	[1]	\$0
Agricultural/Residential	Hectacre	190	\$111,150	[1][3]	\$21,118,500
DISPLACEMENT					
Residential	Each	40	\$250,000		\$10,000,000
Commercial	Each	2	\$750,000		\$1,500,000
Industrial	Each	0	\$300,000		\$0
TRAFFIC CONTROL					
Traffic Signal	Each	1	\$175,000	[1]	\$175,000
ROADWAY (RECONST./REALIGN.)					
Rolling	Kilometer	1	\$1,491,440	[1]	\$954,522
Mountainous	Kilometer	7	\$1,812,800	[1]	\$12,689,600
FRONTAGE ROAD (RECONST./REALIGN.)					
Mountainous	Kilometer	2.74	\$906,400	[1]	\$2,483,536
RETAINING WALL					
	Sq Meter	3,672	\$269	[6]	\$987,660
EXCAVATION					
	Sq Meter	0	\$7		\$0
INTERCHANGE(S)					
Major	Each	1	\$11,075,000	[1][4]	\$11,075,000
Minor	Each	2	\$5,000,000	[1][4]	\$10,000,000
Grade Separation	Each	0	\$2,070,100	[1]	\$0
BRIDGE(S)					
Major	Sq Meter	8,389	\$1,905	[1][5]	\$15,981,045
Minor	Sq Meter	25000	\$677	[1][7]	\$16,925,000
ENVIROMENTAL					
Mitigation	Job	2 Lump Sum			\$10,000,000
Subtotal:					\$127,227,580
PE&CE (20%):					\$25,445,516
Contingency (10%):					\$12,722,758
Total:					\$165,395,854

Notes:

- [1] Idaho Transportation Department, Cost Study for US 95 To Freeway Standards, March 2000. Adjusted for: Inflation and cost category range estimates for Coeur d'Alene area
- [2] Required Right-of-Way south of proposed interchange at Huetter Road to Spokane River 640 m x 107 m
- [3] Required right-of-way south of Spokane River for US 95 and frontage road, crossing mountainous terrain connecting to US-95 8055m x 107 m, including area for major interchange (40.49 hectares) and minor interchange (24.29 hectares).
- [4] 1 Major interchange at US 95 and 1Minor interchange located halfway through the mountainous section to the propesd
- [5] Bridge crossing Spokane River is approx. 335 m x 25 m
- [6] MSE Retaining Wall length 2740 m x 6.7 m x 2 (uphill & downhill sides of frontage road).

US 95 Corridor Plan - Coeur d'Alene, Idaho
Planning Level Cost Estimate

2001 Dollars

04-2281-0008

08-Jun-01

Option:
Mica Creek / Cougar Gulch
From:
To:
Mica Creek
Millview Road

Item	Unit	Quantity	Unit Cost	Notes	Total Cost
Mobilization (5%)	All				\$878,635
TP&DT (10%)	All			[3]	\$1,757,269
RIGHT-OF-WAY & DEVELOPMENT					
New Right-of-way					
Commercial	Hectacre	0	\$617,760	[1]	\$0
Residential	Hectacre	0	\$185,328	[1]	\$0
Agricultural/Residential	Hectacre	40	\$111,150	[1]	\$4,446,000
DISPLACEMENT					
Residential	Each	0	\$125,000		\$0
Commercial	Each	0	\$750,000		\$0
Industrial	Each	0	\$300,000		\$0
TRAFFIC CONTROL					
Traffic Signal	Each	2.87	\$175,000	[1]/[4]	\$502,250
ROADWAY WIDENING					
Flat	Kilometer	0	\$663,320	[1]	\$0
ROADWAY WIDENING: Add 4th Lane to US 95 - Mica Creek to Cougar Gulch Road					
Mountainous	Kilometer	4.00	\$276,040	[1]	\$1,104,160
FRONTAGE ROAD (RECONST./REALIGN)					
Rolling	Kilometer	3.00	\$506,760	[1]	\$1,520,280
RETAINING WALL					
	Sq Meter	0	\$269		\$0
EXCAVATION					
	Cu. Meter	0	\$7		\$0
INTERCHANGE(S)					
Major	Each		\$11,075,000	[1]	\$0
Minor	Each	2	\$5,000,000	[1][2]	\$10,000,000
Grade Separation	Each		\$2,070,100	[1][3]	\$0
BRIDGE(S)					
Major	Sq Meter		\$1,905	[1]	\$0
Minor	Sq Meter	3000	\$677	[1]	\$2,031,000

Subtotal:	\$22,239,594
PE&CE (20%):	\$4,447,919
Contingency (10%):	\$2,223,959

Total:	\$28,911,472
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Notes:

- [1] Idaho Transportation Department, Cost Study for US 95 To Freeway Standards, March 2000. Adjusted for: Inflation and cost category range estimates for Coeur d'Alene area
- [2] Located at Cougar Gulch Rd. and Kid Island
- [3] ITD Staff recommended adjustment to Consultant recommendation (5%).

